



JDS #19-02: Huntington Metro Station

Amendment No. 1

**Questions Received as of 5:00 PM. May 17, 2019
And Clarification to JDS Section 3.3**

Posted May 21, 2019

Q1. Is the Master Developer responsible for all consultant costs to develop the master plan?

A. Yes. In Attachment B3 of the JDS, the Offeror is asked to provide a master plan fixed budget broken out by personnel hours and costs. These costs can be refined during the predevelopment phase and approved by WMATA. The Master Developer's consultant costs accepted by WMATA will be reimbursed by WMATA.

Q2. What level of support/involvement will WMATA provide from BUS/RAIL/LAND during the master plan preparation?

A. The Office of Real Estate and Parking (LAND) will coordinate the active participation of all relevant WMATA offices. As noted in the JDS, because of the short time frame prior to presenting plan amendments to the Fairfax County Comprehensive Plan, WMATA intends to provide expedited assistance.

Q3. Should Proposal identify all consultants to be part of team by name?

A. The Proposal should identify as many key consultants by name as possible. Other consultants needed will be proposed by Master Developer as the need is identified and submitted to WMATA for approval.

Q4. What is the current parking utilization rate (excluding the closed garage)?

A. The average weekday parking utilization rate for July 1, 2018 through February 2019, the latest date for which information is available, was 72% of the 2732 spaces in the North and Middle parking garages.

Q5. Are there any WMATA or FTA policies that prohibit reduction of parking spaces?

A. No, neither WMATA nor FTA policies prohibit a reduction of parking spaces. To seek approval of a reduction of parking spaces, WMATA's Compact requires a public hearing to amend WMATA's Mass Transit Plan. The public hearing would explain the reasons for the reduction of parking spaces. If a reduction in parking is merited, LAND staff would write a report and present it to the WMATA Board of Directors to approve a change to the Mass Transit Plan and to reduce the parking count.

Q6. Does WMATA have any internal studies or guidelines to be considered in projecting parking demand at [the] station?

A. WMATA does not have specific guidelines for projecting parking demand. LAND has had a consultant prepare a parking demand projection, which concluded that approximately 320 replacement parking spaces (in the South Garage) might be needed in the future or, if BRT is implemented, no replacement parking would be needed. This study will be made available to the Selected Offeror.

Q7. Can you clarify what the Master Developer may do with regard to Phase 2?

A. The Master Developer must elect in its Proposal to participate or not to participate in Phase 2. If the Master Developer elects to participate in Phase 2 (helping WMATA dispose of Development Parcels), it may not propose to develop any parcels. If it does not elect to participate in Phase 2, then the Master Developer may participate in any subsequent offering WMATA may make to vertically develop Joint Development parcels.

JDS Clarification:

In Section 3.3 of the JDS, end the last sentence in the first paragraph after the word “behalf” so that the sentence reads “Phase 2 (Private Development Parcel Disposition) will include the Master Developer’s marketing, negotiating and disposing of Development Parcels on WMATA’s behalf.”